Calendar

OCTOBER

22 (2 locations) Battle Creek, Western Michigan University or Traverse City, Northwestern Michigan College 7p.m.-10p.m. FAA Pilot/Flight Instructor/Student Workshop: The Science of Teaching and Learning. Call Grand Rapids FSDO for information 616-954-6657

23 Troy, Boulan Park Middle School Cafetorium, 7-9:30p.m. "Keeping Your Cool When Things Get Hot" and "Nocturnal No-No's." Sponsored by Troy Oakland Pilots flying club. Call 517-335-9915.

NOVEMBER

12 Lansing, Capital City Airport, Bureau of Aeronautics Auditorium, Michigan Aeronautics Commission Meeting, 10 a.m. Call 517-335-9943.

15 Jackson, Jackson Co.-Reynolds Airport Fly-In Ercoupe Owners Club Meeting (anyone welcome). Sponsored by the MI/OH/IN Ercoupe Owners Club. Call 810-231-3392.

EAA Chapter 850 member and pilot, Paul Riis presents certificates during the chapter's annual Young Eagle day, May 24, 1997 at Marquette.

EAA CHAPTERS SUPPORT YOUNG EAGLES

Michigan Chapters of the Experimental Aircraft Association (EAA) continue to be very active in support of the Young Eagles program, an initiative designed to expose young people across the country to aviation. To date, over 300,000 kids nationwide have been introduced to the exhilaration and excitement of flight by volunteer pilots. Michigan ranks fifth nationally in the number of rides given. The national goal is to give one million young eagle rides by 2003, the 100th anniversary of the Wright Brothers' first flight. Pilots wishing to become involved in the program may contact EAA at 800-564-6322 or visit the Young Eagle web site at http://www.eaa.org/youngeagles/index.html.

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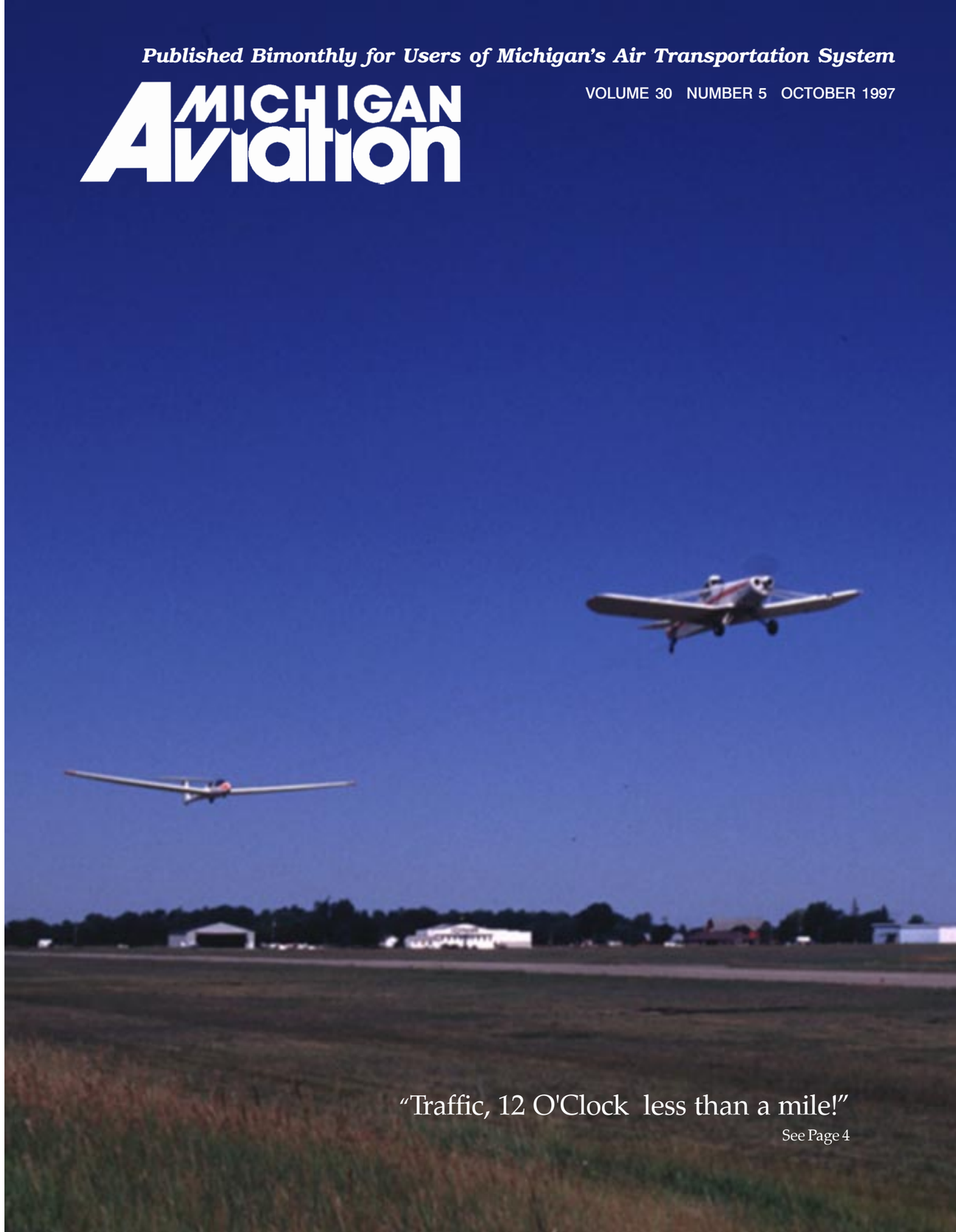

"Traffic, 12 O'Clock less than a mile!"

See Page 4

COMMISSION ACTION

On Wednesday, September 24, 1997, the Michigan Aeronautics Commission (MAC) met on Mackinac Island. The meeting included a special presentation honoring the individual and group winners of this year's MAC Award of Excellence. The winners were Judge Michael Silver, of West Bloomfield, for his contributions to aviation education and Suburban Aviation, Inc., of Ottawa Lake, for improvements to the privately-owned Toledo Suburban Airport. Additionally, in their annual election of officers, Commission members selected Lowell Kraft, of Pigeon, as Chair and John Boerema, of Grand Rapids, Vice-Chair.

In other action, funding totaling $11.7 million was approved for 14 airport improvement projects across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.

Following are approved projects:

GRANTS

ADRIAN
Lenawee County Airport - an allocation of $850,000 to construct and light a new taxiway parallel to Runway 5/23. The proposed budget consists of $765,000 federal, $42,500 state, and $42,500 local funds.

BENTON HARBOR
Southwest Michigan Regional Airport - an allocation of $410,000 to rehabilitate the terminal apron and to remove obstructions. The proposed budget consists of $369,000 federal, $20,500 state, and $20,500 local funds.

GRAND HAVEN
Grand Haven Memorial Airpark - an allocation of $1,150,000 to rehabilitate Runways 9/27 and 18/36. The proposed budget consists of $1,035,000 federal, $57,500 state, and $57,500 local funds.

GRAND LEDGE
Abrams Municipal Airport - an allocation of $500,000 for runway, taxiway, and apron rehabilitation. The proposed budget consists of $450,000 federal, $25,000 state, and $25,000 local funds.

GRAND RAPIDS
Kent County International Airport - an allocation of $4,620,000 to rehabilitate the intersection of new Runway 17/35 and several taxiways, and to complete an airport noise study. The proposed budget consists of $4,158,000 federal, $125,000 state, and $337,000 local funds.

HOWELL
Livingston County Airport - an allocation of $125,000 for an environmental assessment. The proposed budget consists of $112,500 federal, $6,250 state, and $6,250 local funds.

IONIA
Ionia County Airport - an allocation of $60,000 for an environmental assessment. The proposed budget consists of $54,000 federal, $3,000 state, and $3,000 local funds.

MENOMINEE
Menominee-Marinette Twin County Airport - an allocation of $1,325,000 to rehabilitate Runway 14/32 and Taxiway B. The proposed budget consists of $1,192,500 federal, $66,250 state, and $66,250 local funds.

PELLSTON
Pellston Regional Airport of Emmet County - an allocation of $1,150,000 to rehabilitate Runway 5/23. The proposed budget consists of $1,035,000 federal, $57,500 state, and $57,500 local funds.

PONTIAC
Oakland County International Airport - an allocation of $16,000 for an airport zoning update. The proposed budget consists of $8,000 state and $8,000 local funds.

PORT HURON
St. Clair County International Airport - an allocation of $800,000 to rehabilitate Taxiway B, including lighting replacement, and to replace the airport beacon tower. The proposed budget consists of $720,000 federal, $40,000 state, and $40,000 local funds.

SAGINAW
Harry W. Browne International Airport - an allocation of $400,000 to extend parallel taxiway and to rehabilitate Taxiway D. The proposed budget consists of $360,000 federal, $20,000 state, and $20,000 local funds.

ST. IGNACE
Mackinac County Airport - an allocation of $250,000 to rehabilitate Runway 7/25, including paving and lighting a 400 foot extension. The proposed budget consists of $225,000 federal, $12,500 state, and $12,500 local funds.

LOAN

CHARLOTTE
Fitch H. Beach Airport - a loan of $50,000 in state funds to rehabilitate the airport fueling facility. The loan will be supplemented with $10,000 in local money.

Accident Reports

Accident Reports are reprinted from Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB), or Police reports and are for information only. *Michigan Aviation* does not attest to the accuracy of these reports. We do not determine the cause of accidents; that is left to NTSB and FAA investigators.

April 4: Midland, Jack Barstow Airport, M20; Pleasure flight, injuries: None; aircraft damage: Minor. WX: METAR KMBS 041946Z 18011KT 7SM BKN250 23/11 A2996. Accident Report: Aircraft landed gear up.

April 21: Muskegon, Muskegon County Airport, BE55; Unknown flight, injuries: Unknown; aircraft damage: Unknown. WX: METAR MKG 210055Z 10SM OVC090 07/M03 A2982. Accident Report: Aircraft was at 10,000 ft. NW bound when it made a garbled transmission and was observed descending through 9,600 ft and then at 3,000 ft in a tight circle.

May 18: Flushing, Dalton Airport, PA28; Pleasure flight, injuries: Serious; aircraft damage: Destroyed. WX: METAR KFNT 180254Z 12OO4KT 10SM CLR 07/04 A2989. Accident Report: Aircraft attempted a go around, lost power and then hit trees.

May 20: Flushing, Dalton Airport, C172; Pleasure flight, injuries: Minor; aircraft damage: Substantial. WX: METAR KFNT 202054Z31015KT 10SM FEW070 BKN080 13/04 A3001. Accident Report: Aircraft took off and then could not gain altitude. Attempted to land but had to circle airport because another aircraft was taxing for departure.

May 25: Hancock, Houghton County Memorial, PA28; Pleasure flight, injuries: None; aircraft damage: Substantial. WX: METAR KCMX 251754Z 0613KT 30SM SCT200 11/M04 A3015. Accident Report: Aircraft got away from pilot attempting to hand prop to start. Hit another aircraft that was tied down damaging both aircraft.

June 7: Charlotte, Fitch H. Beach Municipal, C172; Pleasure flight, injuries: None; aircraft damage: Minor. WX: METAR KLAN 071355Z 14009KT 10SM FEW160 SCT230 18/09 A3007. Accident Report: Aircraft was being hand proped when it started across ramp and hit another aircraft.

June 19: Ypsilanti, Willow Run Airport, C152; Pleasure flight, injuries: None; aircraft damage: Substantial. WX: METAR KYIP 191230Z VRB05KT 7SM SCT200 A2997. Accident Report: Engine quit on 1 mile final and aircraft landed in a parking lot. During landing, aircraft wing hit some signs.

June 26: Plymouth, Canton-Plymouth-Mettetal Airport, C172; Pleasure flight, injuries: Serious; aircraft damage: Substantial. WX: METAR KDTW 260154Z 18007KT 5SM BR SCT080 BKN200 23/2 A2991. Accident Report: Aircraft banked left on short final during a go around and crashed into a field next to the runway.

June 28: Fowlerville, Maple Grove Airport, C172; Pleasure flight, injuries: None; aircraft damage: Substantial. WX: VFR. Accident Report: Aircraft landed long and ran off end of turf runway into crop field.

July 5: Hubbard Lake, Private Field, C170; Pleasure flight, injuries: Fatal; aircraft damage: Destroyed. WX: SPECI KTVC 050140Z 29005KT 25SM OVC210 15/10 A2993. Accident Report: Aircraft apparently suffered engine problems and crashed into wooded area while maneuvering at low altitude.

July 22: Kalamazoo, Kalamazoo/Battle Creek Int'l, C182; Unknown flight, injuries: None; aircraft damage: Minor. WX: METAR KAZO 221845Z 08008KT 8SM OVC016 A3009. Accident Report: Aircraft experienced loss of all electrical power and had a rough engine while IFR so made an emergency landing in the grass at AZO.

August 21: Belleville, BE35, Pleasure flight, injuries: None; aircraft damage: Substantial. WX: SPECI KYIP 211917Z 31014KT 25SM SCT025 BKN045 20/13 A2982. Accident Report: Pilot was attempting to hand prop when the unmanned acft started to roll across the twy, gained enough airspeed to become airborne, flipped over, and crashed.

August 23: Coopersville, WSK PZL MIELEC, aerial application, injuries: None; aircraft damage: Substantial. WX: METAR KGRR 231356Z 32007KT 10SM SCT250 18/12 A3016. Accident Report: MIELEC M-18A aircraft was involved in aerial application when the engine lost fuel pressure and crashed into a field.

August 22: Rudyard, PA28, Pleasure flight, injuries: None; aircraft damage: Minor. WX: METAR KCIU 221934Z AUTO 31016G23KT 10SM CLR 16/08 A2997. Accident Report: Aircraft was practicing touch and go landings when the left wheel came off on landing.

August 26: South Haven, Cessna AGWAGON 188, aerial application, injuries: None; aircraft damage: Substantial. WX: METAR KBEH 261553Z 15007KT 120V190 4SM HZ CLR 22/19 A3008. Accident Report: Aircraft engine failed during aerial application, other circumstances are unknown.

September 6: near Monroe, North American P-51,Pleasure flight, injuries: 2 fatal; aircraft damage: Substantial. WX: METAR KONZ 061455Z AUTO 24007KT CLR 21/15 A2996. Accident Report: Witnesses stated engine made sputtering sound and aircraft crashed.

September 14: Drummond Island,PA28, Pleasure flight, injuries: Unknown; aircraft damage: Unknown. WX: VFR. Accident Report: Aircraft departed Drummond Island VFR for Howell (OZW) and never arrived.

Aviation In-Formation

The Detroit Flight Standards District Office (FSDO) is looking for individuals who would like to help promote aviation safety by becoming a volunteer aviation safety counselor. Counselors assist the FAA in performing aviation safety functions, such as pilot counseling, organizing and participating in safety meetings, providing local information to transient pilots, and identifying safety hazards. Prospective counselors could be from all walks of aviation, including members of local airport support groups, pilots, balloonists, and members of aviation advocacy organizations, such as EAA or AOPA. Individuals interested in becoming a counselor should contact Miles Billmaier at the Detroit FSDO, 313-487-7455.

The Sawyer Airport (formerly K.I. Sawyer Air Force Base) near Marquette has been selected as the location for testing and certification of hushkits for Boeing 707 aircraft. Manufacturer Burbank Aeronautical Corporation, of Burbank, California, has chosen Sawyer because of its long runway, uncongested airspace, support facilities for large aircraft, and favorable climate for testing. The hushkits will enable 707s to meet FAA stage 3 noise standards.

The City of Niles has recognized long-time airport supporter, Fred Litty, by naming the airport administration building in his honor. According to Neil Coulston, manager of the Jerry Tyler Memorial Airport, Mr. Litty has dedicated many years of public service to the airport as a volunteer. His contributions, which include everything from mowing grass to offering technical advice, have saved the city thousands of dollars.

Recently, several changes have been made to Michigan's aircraft registration law. State aircraft registration has traditionally expired each year on July 31, as was the case this year. However, beginning next year, the registration period will coincide with the calendar year and registrations must be renewed by January 1. During the transition, renewals issued this year will expire December 31, 1998. Renewal forms have been sent to owners of aircraft previously registered. However, if you have not yet received your renewal notice, please call Norma Dietz at 517-335-9719. Finally, due to popular request, there is no longer a requirement to display a State of Michigan registration sticker on the aircraft.

Air service at several Michigan airports has expanded in recent months. Midwest Express began service October 1 from Escanaba. They will initially have three daily flights to their hub in Milwaukee using Beechcraft 1900D aircraft. Start-up carrier, Pro Air began service at Detroit City Airport on July 4 with two non-stop flights each to Baltimore-Washington International and Indianapolis. On July 14, service was increased by adding two flights to Newark and on August 1, two flights to Milwaukee. Boeing 737-400 aircraft are used on all trips. Finally, ATA Connection, the commuter service of American Trans Air, will begin non-stop service on October 26 to Chicago Midway from Lansing using British Aerospace Jetstream 31 airplanes.

The Bureau of Aeronautics began upgrading all state-owned Pan Am WeatherMation III's with the WeatherMation IV model on October 1, 1997. The WeatherMation IV is the newest, most comprehensive and innovative pilot weather briefing system available for general aviation pilots. WeatherMation IV provides the following benefits:

FAA Legal and required briefing - WeatherMation provides all FAA required data for legal weather briefings, including flight planning and filing, NOTAMS, PIREPs and other aviation data not available on some other systems.

Most current weather - WeatherMation IV updates its entire database continuously, within seconds.

Custom Weather - WeatherMation IV's unique parametric layers enable pilots to better visualize and understand weather developments, thereby enhancing safety.

Dial-in-access - All WeatherMation IV's are equipped to receive inquiries from other computers. This capability allows more pilots to receive the benefits of the pilot information system from their personal computers.

Familiarity - WeatherMation IV provides all the information currently available to users on the WeatherMation III's, with the added capability of animated parametric graphical information. All WeatherMations will include Nexrad Weather Radar.

WeatherMation systems are now located at 33 airports throughout the state, including the following new locations: Huron County Memorial Airport in Bad Axe, Roben Hood Airport in Big Rapids, Branch County Memorial Airport in Coldwater, Hillsdale Municipal Airport, Schoolcraft County Airport in Manistique, Brooks Field in Marshall, Luce County Airport in Newberry, and Canton-Plymouth-Mettetal Airport. For additional information contact Juan Zapata at 517-335-9679, or check out our web page at: http://www.mdot.state.mi.us/aero/.

COMMISSION ANNOUNCES ANNUAL AWARDS OF EXCELLENCE

Each year, the Michigan Aeronautics Commission (MAC) selects one individual and one group for special recognition by conferring its Award of Excellence. These awards are presented in recognition of substantial, positive contributions made to aviation in Michigan. The 1997 award presentation was made during the September 24 MAC meeting on Mackinac Island. Michael Silver, of West Bloomfield, and Suburban Aviation, Inc., of Ottawa Lake, are the individual and group winners.

Judge Michael Silver has dedicated himself to elevating the awareness of aviation and aerospace among students, teachers, and community members by acting as a liaison between schools, units of government, corporations, and other organizations. He has tirelessly supported numerous schools and other groups with their planning of aviation and space education projects. Teachers and students from across Michigan have become aware of and excited about aviation due to his efforts. "It is due to the extraordinary efforts of volunteers like Judge Silver that we are able to realize the important goals of our aviation education program," said MAC Director, William E. Gehman. "He is responsible for enriching the educational experience of thousands of students." Aviation education has been identified as a high priority, important to the MAC's overall mission. Judge Silver is a member of the Michigan Aeroscience Alliance, a southeast Michigan organization devoted to helping educators use aviation and aerospace concepts in their classrooms. He resides in West Bloomfield with his wife Bari and their two sons.

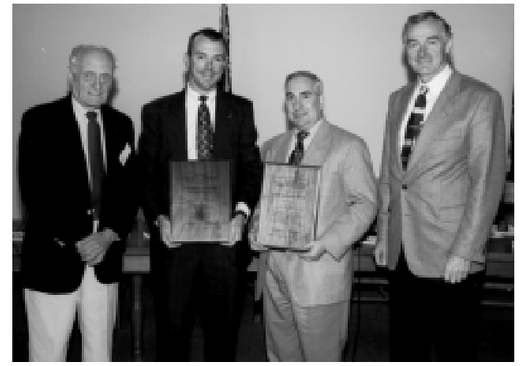

Photo (l to r) Commissioner Arnold P. Saviano, Thomas Trumbull, Judge Michael Silver, and William E. Gehman, Director, Michigan Aeronautics Commission

Suburban Aviation, Inc., an aviation company located at the Toledo Suburban Airport, is owned and operated by Thomas Trumbull. Suburban Aviation received the Award of Excellence for its substantial contribution in preserving and developing the Toledo Suburban Airport and its promotion of aviation in Michigan. "Privately owned airports that are open to the public play a very important role in the communities and regions which they serve," said Gehman. "Suburban Aviation has been instrumental in the needed developments and expansion of the Toledo Suburban Airport and will serve the citizens and aviation community of Michigan for years to come," he added. The company was also recognized for its overall promotion of aviation in the state. They have been very supportive working with the Federal Aviation Administration and MDOT officials in providing safety seminars for pilots and others involved in aviation. They have also hosted static air shows to promote aviation in the community. Trumbull has owned and operated Suburban Aviation and Toledo Suburban Airport since 1984.

Photo (l to r) Mark Mann, Joe Gwozdek (2nd place team); Gregg Stockman, James Stockman (1st place team); Andy Janiszewski, Brian Champagne (3rd place team)

1997 SMALL RALLY WINNERS ANNOUNCED

On Saturday, September 20, a field of 29 aircraft participated in the 41st Michigan SMALL Rally. The rally, open to all pilots, is sponsored by the Michigan Chapter of the Ninety Nines. The course, which is flown strictly by compass, chart, and a stopwatch, consisted of three legs which are judged independently as to how accurately each pilot flies against their own projections. This year's route, revealed the evening before, included a departure from Lapeer, Dupont to Frankenmuth, Zehnder Field to Lakeview, Griffith and return to Lapeer. The winning team was Gregg Stockman, pilot (*r*) with his father James Stockman (*l*) as copilot. Their actual time was within 3 seconds of their estimate.

To Soar with Eagles

by Tom Conte

When most pilots plan for a flight, they do not see the cumulus clouds building up as a welcoming sight. Pilots remember the unpleasantness of their last encounter with these clouds and start searching for a smoother altitude. That same sky or forecast holds the potential for a great flight for another small group of aviators, the glider pilot. They scour the weather reports for areas of strong convection, searching the sky for that cloud with a concave bottom that may hold the nugget of lift to keep them airborne just a few moments more. This is what makes a successful ride for these individuals.

The modern glider and sailplane have amazing performance considering they are unpowered. These aircraft have flown to nearly 50,000 ft., and participate in contests that may keep a pilot aloft for over six hours, and cover hundreds of miles starting from a single tow to an altitude of only 2000 ft. They accomplish these feats due to their aircraft's special design.

Because they have no powerplant, most do not have an electrical system and, therefore, no radio. The sailplane's efficient use of the atmosphere comes from their small sleek bodies and long thin wings. The materials of choice for this are composites and plastics. Because this type of structure is weakened by heat, they are finished in white to reflect sunlight; otherwise surface temperatures can quickly rise to a point that is damaging to the craft. Mix this all together and you have an aircraft that will fly on minimal energy but is very hard to see and does not broadcast its intentions. Gliders and sailplanes have the right of way over powerplanes (FAR 91.113), but how can you give way if you do not see or hear them!

Like the birds they resemble, they have their habitats and habits. To know them would be helpful in removing some stress from your bouncing flight. The sun's energy does not become strong enough to sustain flight until around noontime and begins to diminish about an hour or two before sunset. During the low activity time these birds will be close to their roost, probably doing take-offs and landings for training. How high they will be depends on the convection activity. They will mostly be found near cloud bases with some along side and even rarer ones above. Their pilots follow the same FARs for VFR flight and cloud separation. The lack of radios and the lift condition in Michigan keeps sailplanes out of class A airspace. You may see them in B, C, and D airspace, but they would have made arrangements with ATC; and if you are talking to the facility, you will be informed.

The greatest chance you will have to get a close look at one of these exotic craft in flight is near the airport. Gliders and sailplanes abide with the standard traffic patterns or have a separate pattern of their own that keeps them away from the powered airplanes. Their pattern will be lower and much closer to the airport than their noisier cousins. Because of their long wings, they rarely land on pavement because runway lights make short work of expensive wing tips. Glider pilots prefer a grassy area alongside the runway.

During the takeoff phase, in addition to the pilots of the towplane and glider, there is usually a ground crew person scanning for conflicting traffic before an OK is given for launch. Towplanes and gliders takeoff into the wind just like powered airplanes. Their tow takes them upwind of the airport so, if no lift is found, it is an easy flight back to the airport. Upon release made by the sailplane pilot, the towplane turns left and the glider to its right. The roll and quick descent of the towplane into the traffic pattern has been compared to a dropped bowling ball as they appear to descend vertically into the traffic pattern. When the weather is favorable and often during competitions, towing operators try to tow many gliders aloft in a short amount of time. This results in tight traffic patterns and short field landings, which may surprise other traffic in the pattern. Often the tow aircraft will also land on the grassy area alongside of the runway.

Later in the day, as the gliders return to the airport, powered airplane pilots may be startled to see gliders inside of them in a lower, closer, and slower traffic pattern. After the short landing roll, the glider becomes a victim to gravity. It cannot move and, therefore, waits for help. That means, if you see a glider at rest near the runway with no vehicles around it, it's unable to move and has become a parked aircraft. Watch out for ground crews who may be enroute to the glider to move it clear of the landing area. Powered airplane pilots should become aware of this type of operation and should be prepared to give way to the needs of their unpowered brothers and sisters.

Of course there are exceptions to the basic glider. Some have radios installed and give position reports during their approach to the airport. Others are powered and can takeoff like a normal aircraft. Since they still retain that long wing, most operations start and end on the grass; otherwise they behave just like any other low-powered aircraft with speeds similar to a Cessna 150.

Ionia County Airport is host to the Soaring Society's Region 6 Johann Kuhn Memorial Sail Plane Contest for glider and sailplane pilots held in mid-August each year. During this time, a large number of gliders may be airborne, completing tasks assigned to them in the competition. Pilots gather points by flying to a number of specific locations in the state, photographing them, and returning to the starting airport. The pilot photographing the most spots achieves the highest score.

There are a number of other airports in the state that welcome gliders. Adrian, Gregory, Ludington, and Marshall have very active clubs as do others on the eastern side of the state. The Michigan aeronautical chart has depicted a number of these sites with the graphic of a sailplane near the airport of operation. A close check during preflight planning may alert you to the possibility of an encounter with one of these unusual aircraft.

Federal Air Regulations Part 61.115 defines the requirements to add a glider rating to your private pilot certificate. The glider rating can be added by receiving the instruction needed to receive a solo endorsement and then making ten solo flights during which 360° turns are made. No written test is required. The rating can be added over several weekends for well under one thousand dollars.

Once the glider has stopped on the runway, a ground crew assists the pilot in moving the craft clear of the landing area. (far left)

The instrument panel of a sailplane appears rather austere in comparison to the panel of a powered airplane. (left)

The forgiving sod of Ionia Co. Airport is preferred by gliders in lieu of the paved runway. (below)

Mr. Tom Conte is a Commercial Pilot, Instrument rated, Flight Instructor, Single and Multi-engine Airplane, Instrument and Glider and Tow pilot.